

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASESetc., etc.,
AGENTS FOR
BENSON'S ENGLISH MADE WATCHES.


HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 17, 45 and 48, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908.



DINNEFORD'S
MAGNESIA

The Universal Remedy for Acidity of the Stomach, Head-
aches, Indigestion, Sour Eructations, Biliary Affections.

THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS,
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.HIGHEST FIREBRICKS
FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAMATSUBA, SATO,
SHINNEW and KAMUYAMADA
Collieries.AGENTS for SAKITO, & OYUBARI
COALS.

HEAD OFFICE: TOKYO.

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Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Muroran,
Hakodate, Kobe, Osaka, Kyoto,
Tokyo, Yokohama, Nagoya,
Tsuruga, Shanghai, Hankow,
Hankow, Peking.TEL. ADDRESS for above: IWASAKI,
Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINESE: Messrs Gearing &
Co.MANTLA: Messrs Macdonald &
Co.SINGAPORE: Messrs Bernice Co.
Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.For particulars, apply to
K. KATO,
Manager,
No. 2, PEDDER STREET,
HONGKONG.THE HONGKONG ELECTRIC
COMPANY LIMITED.NOTICE IS HEREBY GIVEN THAT
THE TWENTY FIFTH ORDINARY
GENERAL MEETING OF THE SHARE-
HOLDERS will be held at the Company's
Office, St. George's Buildings, on
THURSDAY the 14th May, 1914, at
11.30 a.m. for the purpose of presenting
the REPORT of the DIRECTORS,
together with a statement of Accounts to
25th February, 1914, and electing Directors
and Auditors.The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 30th April
to the 14th May, 1914, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, April 24, 1914.

CANTON INSURANCE OFFICE
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY THIRD ORDINARY
MEETING OF SHAREHOLDERS
will be held at the Offices of the Under-
signed on MONDAY the 18th May 1914,
at 11.30 a.m.The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 4th to the
18th May, both days inclusive.JARDINE, MATHESON & Co., Ltd.
General Agents.

Hongkong, May 1, 1914.

THE CANTON INSURANCE OFFICE
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT AN
EXTRAORDINARY GENERAL
MEETING OF THE CANTON INSURANCE
OFFICE, Limited, will be held at the
Office of Messrs Jardine, Matheson &
Co., Limited, No. 16 Pedder Street, Vic-
toria, in the Colony of Hongkong, on
MONDAY, the 18th day of May, 1914, at
11.45 o'clock in the Forenoon, when the
Subjuncted Resolution will be proposed as
an Extraordinary Resolution:That Article 84 of the Articles of Asso-
ciation be altered by substituting
the words "Twenty five" for the
word "Fifteen."Should the Resolution be passed by the
required majority it will be submitted for
confirmation as a Special Resolution to a
Second Extraordinary Meeting which will
be subsequently convened.

Dated this 30th day of April, 1914.

JARDINE, MATHESON & Co., Ltd.
General Agents.

Hongkong, May 1, 1914.

THE CHINA IMPORT & EXPORT
LUMBER Co., Ltd.ARNHOLD, KARBERS & Co.,
GENERAL AGENTS.WE HAVE THIS Day Opened a
LUMBERYARD and OFFICES
at North Point next to the Kwong Sang
Hong Glass Factory.The sailing vessel "JAMES TAY" has
arrived with a well assorted cargo of about
1 1/2 Million sp. of.

OREGON PINE

Planks, Timber, Floorings and Spars.

Prices will be quoted on application.

All correspondence please address to

THE CHINA IMPORT & EXPORT
LUMBER Co., Ltd.

Letter Box No. 410 Telephone No. 1710

Hongkong, April 14, 1914.

If you happen to be late your name will
be courteously and promptly served.Sole Agents: Only at THE ALEXAN-
DRA CAFE.


FELUCCA
CIGARETTES

BEAR THIS HALL MARK
OF DISTINCTION
No. 33
IS THE MOST POPULAR

PRICE \$2.50 per 100, in 50 or 100's tins.

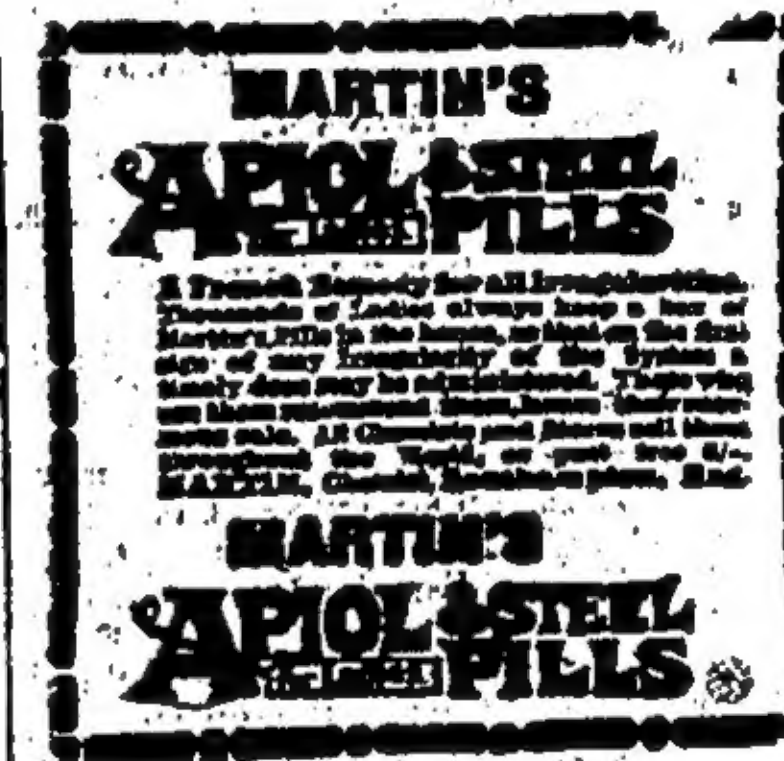
CHINESE FINANCE AND
FOREIGN LOANS.Miss Violet R. Markham, continuing
her series of able and very interesting
articles under the general title of "The
Far Eastern Scene" in the "West-
minster Gazette" deals with "Chinese
Finance and Foreign Loans" in the
eighth of the series as follows:I referred in the previous article to the
Baker's Progress run by China of recent
years in the matter of foreign loans.
Lord Cromer, in his great work on
Modern Egypt, has a pregnant phrase to
the effect that it is the discovery of
foreign credit which has caused some
Oriental Governments to out-Herod
Herod in the matter of extravagance.
So long as the spending power of a
despotic Government was limited by the
actual cash it could bring from its sub-
jects some bounds were naturally set to
extravagance. But with the
arrival of high finance and foreign loans
a new era of recklessness and wasteful
finance was inaugurated for potentates of
the Near and Far East. The emperor of
Peking in this respect is a byword in
latter-day history, and unless China
rouses herself to some realization of the
present state of affairs she bids fair to
prove an unworthy understudy of Im-
perial Rome.In justice, however, to China, it must
be remembered that it was the heavy
indemnity exacted by the Powers after
the Boxer troubles—namely, 450,000,000
taels (roughly 107,000,000 sterling)—
which committed her seriously to the
policy of foreign loans. Prior to 1902
her financial commitments were not of an
extravagant character. This sudden pres-
sure of the Boxer indemnity which Pro-
vincial contributions were unable to meet
sent her plunging down the path of
foreign borrowings, with disastrous con-
sequences to her financial integrity. The
Provincial Governments have further
complicated the situation by negotiating
Provincial loans independently of the
Central Government; financial proceed-
ings of a character which cannot be too
strongly reprobated. Concessions of a
most improper kind to greedy financiers
and foreign adventurers, and not infre-
quently the price of such loans, and the
money so obtained is squandered in
worthless ventures or finds its way
directly into the pockets of the official
class. Consequently the financial in-
debtedness of China, both Central and
Provincial, has been piled up during the
last few years to an alarming extent, and
the financial position to-day is very
serious.The whole question of Chinese loans
and finance is one of the most difficult
and complicated problems in the country.
The financial policy of the British
Government in the Far East has been
very sharply criticised as harmful to
British interests without being helpful to
China. It is contended that we have
given official support to one great bank-
ing corporation, the Hongkong and
Shanghai Bank and its allied concerns,
to the exclusion of all other enterprises.
This monopoly policy, as it is called, has
much to be said in its defence. The
Hongkong and Shanghai Bank is a great
enterprise of first-class reputation, whose
conduct of its business is beyond reproach,
and among the tangles and perplexities
of Oriental finance it was not unreason-
able for the British Government to
attach itself to a body of whose integ-
rity and business capacity it was as-
sured. But the Hongkong and Shanghai
Bank is not a purely British corporation.
Four of its directors are Germans, and
a large proportion of its shares are held
in Germany. It is now admitted that
the monopoly policy adopted has worked
out in practice very disadvantageously
to British interests in many ways. In-
dependent enterprises set on foot in China
by British subjects, some of them of an
absolutely sound character, have been
publicly warned off the scene and denied
official recognition and support in Peking.
It is one thing, of course, for the British
Government sharply to criticize the
policy of any loan or enterprise in which
British financiers or business men may
seek to embark in China, and to give no
official recognition to schemes of a doubt-ful or unsound character. It is quite
another matter to declare that no enter-
prise shall have official support unless
it flows through one particular financial
channel. That is to create and maintain
a monopoly very alien to the whole tradi-
tion of British policy throughout the
world, and in these days of rapid com-
munication with the Far East, when in-
formation is easily transmitted to aid
from London, the excuse of follow-
ing in the wake of one important cor-
poration is no longer tenable.In May 1913, when, after long nego-
tiations, the loan of twenty-five millions,
known as the Reorganization, or Qian-
tupai, Loan guaranteed by England,
France, Germany, Russia, and Japan,
was concluded, the Powers concerned
bound themselves to recognize no fur-
ther loans to China save those passing
through the channels of the five group
banks concerned. This arrangement gave
rise to great discontent, and had not the
smallest effect in stopping China from
obtaining money from very doubtful
sources and under ruinous terms. It is
even hinted that in several cases these
ventures were but thinly veiled enter-
prises of some of the very Powers who
were supposed to have subscribed to this
self-denying ordinance in the interests
of China. It has given general satisfac-
tion in the Far East that this monopoly
policy has now been definitely abandoned
since the announcement which took place
in September 1913 that each Govern-
ment would leave their "nationals" free
to prosecute railway schemes and other
enterprises in their own way, whether
or not financing by the group banks.
British financial interests will therefore
regain a welcome liberty of action de-
nied to them for long past.At the same time it is well for the
British and other foreign investors to
recognize that any future loans nego-
tiated by China are bound to rest for
some time to come on very doubtful
security. For railway enterprises there is
doubtless much scope, and sooner or later
the undeveloped mineral resources must
prove a source of wealth to those who
are able successfully to inaugurate coal
and iron enterprises in the country.
Such enterprises, however, belong to the
future, and it must be remembered that
for the moment China is likely to prove
a precarious field for investors in search
of good security for their money.
The immediate and very urgent finan-
cial problem with which China is con-
fronted is that of how to meet the in-
terest on the various loans she has al-
ready contracted. Whatever the poten-
tial resources of China in coal and iron
or other forms of mineral wealth, they
are at present quite undeveloped. As I
have already remarked in a previous
article, the Chinese are lightly taxed as a
people, which, in view of their great
poverty, is a fortunate circumstance.
Unjust and extortionate taxation is an
impediment to which they would never sub-
mit. Land taxation is in a very chaotic
state, and probably a land tax properly
assessed and collected would bring in
a large revenue without increasing ma-
terially the burthens of the population.
In Manchuria, for instance, millions of
acres have been occupied by Chinese
farmers of late years and brought under
(Continued on page 3.)WE
TEST
YOUR
EYESand at proper
lenses. If you do
not see as you
once did your eyes
should have im-
mediate attention.

CONSULT US

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDG., CHATER RD.
HONGKONG

Hongkong, Dec. 2, 1913

INTIMATIONS

NOTICE
NOTICE IS HEREBY GIVEN THAT
THE SWEDISH TRADING
COMPANY IN CHINA, (LTD.) have been
appointed Agents for The Far East
OXYGEN & ACETYLENE CO., LTD., as from
the 1st of May, 1914. For particulars
concerning welding, sale of gas or apparatus
please apply to the said Firm. Address
Queen's Building, Top Floor, Telephone
No. 1033.THE FAR EAST OXYGEN &
ACETYLENE CO., LTD.
For the Board of Directors,
J. DE LA POMMERAYE,
Managing Director.
Hongkong, May 1, 1914.NOTICE
MR. PATRICK CUMMING BUTON
POTTS and Mr. HERBERT
RICHARD BUDD HANCOCK have
joined our Firm as Assistants.
BENJAMIN & POTTS.
Hongkong, May 2, 1914.NOTICE
THE interest and responsibility of Mr.
ALFRED BRYCE in our Firm
ceased on the 8th day of February last.
LEIGH & ORANGE.
Hongkong, May 1, 1914.


MARTIN'S
APIO STEEL
PILLS

DAIRY FARM NEWS.

RECEIVED
NEW SHIPMENTS OF
FRESH SIBERIAN SALMON
SMOKED
FILLETS,
HADDUCKS,
KIPPERS.CHEN KWONG & CO., LD.,
GENERAL IMPORT &
EXPORT.CANTON
LARGE WHOLESALE & RETAIL
STORE.FURNITURE, Draperies, Groceries,
Boat and Shoes,
Makers of Jewellery, Lacquerware,
Crockery Ware,
Ironmongery, Wine and Spirits,
Foreign Clothes for gentlemen made to
order by our own tailors.
Large assortment of Chinese Silks and
Foreign Goods of every description.
All goods sold at reasonable Prices.
The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
Goods.SUP. PAT. TOO STREET,
CANTON and
Nos. 237, 239, Des Vaux Road
and No. 130, Connaught Road Central,
HONGKONG.If you have lost your appetite, one of
the best variety of dairy dishes at the
ALEXANDRA CAFE & RESTAURANT.COUGHING INTO
CONSUMPTIONOnly a Cough but you stop
while it is ONLY a cough.WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUNDThe finest preparation made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.
OF ALL CHEMISTS.

Prices: 21/6 and 2/6.

Want Advertisements

PART
\$1 per line.....
One week.

WANTED.

COMPRADORE for a GOOD BUSI-
NESS. Write an appointment to
E. J. DAVIS,
ASTON HOTEL,
Hongkong, March 14, 1914.

WANTED.

A CHINESE SHROFF with a working
knowledge of English and experienced
in Local Import and Export Business.
Reply to
C/o "CHINA MAIL" Office,
Hongkong, April 2, 1914.

FOR SALE.

ABOUT 500 lbs. KNIFE TYPE
Clarendon and Nonpareil (Modern),
complete font, including galleys.
In good condition. Send offers to
"TYPE",
Care of "China Mail" Office,
Hongkong, March 31, 1914.KOWLOON CANTON RAILWAY.
(British Section).NOTICE.
IMPORTANT ALTERATIONS TO
THROUGH TRAIN SERVICE.THE Public is hereby notified that
commencing on WEDNESDAY the
4th May 1914, and until further notice the
following alterations will take place in the
present through train service between
Kowloon and Canton and vice versa.
The express train timed to leave Kow-
loon at 7.15 a.m. will leave at 7.42 a.m.
and arrive Canton at 11.30 a.m.
The slow through train timed to leave
Kowloon at 11.25 a.m. will leave at 9.40
a.m. and arrive Canton at 5.00 p.m.
The 11.25 a.m. train from Kowloon will
run to Sham Chum only.
The morning slow through train from Canton
will leave at 8.30 a.m. instead of 9.10 a.m.
The afternoon express will leave Canton at
3.45 p.m. instead of 3.15 p.m.
The last train from Canton will now
leave at 6.15 p.m. instead of 7.15 p.m. and
arrive Kowloon at 10.25 p.m.
The local trains on the British Section
will remain as at present advertised.
For further particulars see timetables
which may be had on application at all
stations and at the head offices Kowloon
and Canton.By Order,
E. J. Davis,
Acting Manager,
British Section,
Canton Kowloon
Railway.
The Administration,
Chinese Section,
Canton Kowloon
Railway.
Hongkong, May 1, 1914.


**NEW DRESS MATERIALS
AND
SMART HATS
FOR
SUMMER WEAR.
RAINCOATS, EMBELLAS
ALSO
Ready Made Dresses.
BON TON.**

LESSONS IN CHINESE.
MEI LI HON FAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in this
Colony for over ten years.
He has a good method of teaching, keeps
pupils to pass in the Chinese examination, and
is possessed of a "Kao" rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin and Hakka.
Those who intend learning the Chinese
language are requested to write care of
Chien Mok office or visit at 37, Holy
wood Road, 1st floor.
Hongkong May 17, 1913.THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3THERAPION
THERAPION
THERAPIONA Natural
RemedyTime was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.ENO'S
FRUIT SALTis the approved remedy for driving out disease
germs. Its action is quick and thorough. It
cleans the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.It may be safely taken at any time by young
or old.It is very effective in the early stage of Diarrhea
by removing the irritating cause.Be prepared for emergencies by always keeping
a bottle in the house.Prepared only by
J. C. ENO, LTD., "FRUIT SALT" WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.



"The tonic effect of Sanatogen on me is simply wonderful!"

In these words Mr. Arnold Bennett—the famous novelist and playwright—gives vivid expression to what everyone feels after taking Sanatogen.

Why not experience that feeling yourself? Why not let Sanatogen produce on you that "wonderful tonic effect" which makes people so grateful and so enthusiastic about Sanatogen?

They know that Sanatogen is a genuine tonic which really does what is claimed for it—that it does actually strengthen the nerves and restore vigour and elasticity—that it builds up reserve strength, helps digestion and assimilation, and produces a most beneficial effect upon every organ of the body.

There is no doubt that Sanatogen will have these truly wonderful effects on you. And there is no better time for taking Sanatogen than now, when the enervating weather makes a tonic almost indispensable.

Sanatogen

The True Invigorator.

Regarded by the experience of the multitudes of Europeans in the East who have testified to the value of Sanatogen, and who depend on it to keep them healthy and vigorous through this trying season of the year.

Remember that your principal defence against fevers, gout, rheumatism, scurvy, etc., is to raise your vital powers to the highest possible pitch and increase the germ-destroying elements of your blood, for which purpose there is nothing so effective as a course of Sanatogen. Begin taking it to-day.

Splendid for your Health—especially for your Nerves.

You will be surprised at the remarkable improvement which Sanatogen will produce in your general health. And you will be surprised at its strengthening, exhilarating effect on your nervous system. Instead of feeling tired and listless, gloomy and irritable, you will go through the day with calm, cheerful energy, and you will do things with real zest.

Why let another day pass with your nerves depressed and your vitality lowered? Why not go now to the nearest Chemist and buy a bottle of Sanatogen? When you have done so, your only regret will be that you did not try Sanatogen before. (For a Free Descriptive Booklet, send a post-card, mentioning this paper, to A. Whiting & Co., 6, King's Road, Shanghai.)

The Hon. Mr. Justice Goss, Judge of the High Court, writes: "I have been taking Sanatogen on and off for the past three years, and find it very beneficial. Many people I know take Sanatogen and appreciate its value."

Mr. Gilbert Parker, the popular novelist, writes: "I have used Sanatogen with extraordinary benefit. It is a true tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the body and mind."

Mr. R. B. Peckham, the well-known novelist, writes: "I have been taking Sanatogen since the beginning of the year, and would not be without it under any circumstances whatever."

AIR SUNDIALS.

GERMANY'S SYSTEM OF AERIAL DEFENCE.

Holland's Value.

Germany's system of aerial defence—and offence—on its North Sea coast is dealt with at considerable length in the new number of the *Conquiste de l'Air*, a journal published by the Aero Club of Belgium. The facts there given, showing as they do, says the Brussels correspondent of *The Standard*, the far-sighted policy followed by the German Admiralty and the remarkable strength of the defence line of that part of the Empire's coast looking towards England, are well worth examining.

In the first place, two ideal advanced aerodrome bases are possessed on that curving shore between the Danish and the Dutch frontiers, in the islands of Heligoland and Sylt. These two islands are about 50 miles apart, and an aerial squadron could easily keep constant guard between them, and thus prevent any surprise raid on the land north of the mouth of the Elbe. Furthermore, Heligoland is but some 40 odd miles from Wilhelmshafen and Cuxhaven, and thus two other lines of defence can be formed guarding against an attack from the west.

With regard to offence, it is pointed out that Heligoland is but some 300 miles from Hull, Grimsby, and Yarmouth, and German aviators are thus enabled of operating, despite the distance, with success against the English coast. Moreover, it would be easy for them to dash out from their advanced base to keep watch on the movements of the English Fleet in case of war, and hurry back to refuge to the island, which is connected with the mainland by cable.

And Heligoland is being very rapidly turned into an aerodrome base of great strength. The Berliner *Neueste Nachrichten* says some very interesting particulars only the other day regarding a double shed for aeroplanes which is to be constructed on the little island in the North Sea. This shed will be built on a "disappearing earthen" platform, that is to say, except when it is desired to release the aeroplanes, it will be sunk beneath the level of the earth and so out of harm's way. When the warships are to go out it will be raised by hydraulic power, and, swinging on a pivot, will allow the machines to make their ascent with the wind at their backs.

"Incidentally," adds the newspaper, "is the armament of the island being perfected. It is becoming an immense battleship over a mile long. And it has advantages over a Dreadnought: its armament-plating is made of impenetrable masses of steel, and it can carry an indefinite number of guns, far heavier than those of a warship. England ought often to have cause to regret the inspiration which made her cede Heligoland to Germany in 1900. And at the time the Kaiser was laughed at for having bartered Zanzibar for this rock."

"England," comments the *Conquiste de l'Air*, "can only succeed in preventing the observation of her coasts and squadrons by German aircraft by opposing the aeronautical forces of Sylt, Heligoland, Cuxhaven, Emden, and Cologne with forces not less in numbers or quality."

ENTERTAINMENT

THEATRE ROYAL

TO-NIGHT: TO-NIGHT: FAREWELL PERFORMANCE

Maurice E. Bandmann presents the newly organised

BANDMANN OPERA CO.

NOTE:—We go to the P. & O. "India" leaving for Shanghai to-morrow (there will be no performance to-morrow night).

TO-NIGHT, May 6th THE GIRL IN THE TUX

From the Lyric Theatre, London.

Dances Over at 8.30 P.M.

Commence at 9 p.m. Sharp.

Plan at Moutrie's.

Hongkong, May 6, 1914.

There's Only One

THE

HIPPODROME

CIRCUS & MENAGERIE.

Acknowledged Barnum of the East.

New Artists. New Artists.

Called from all the principal

Circuses of

Europe, South Africa and

America,

also our

Zoo of Performing Wild

Animals.

Trained and performed by

Dominique G. Urban.

A Magnificent Stud of Highly

Trained Horses and Ponies.

The whole forming the most powerful

Combination of its kind now touring

the Orient.

LOOK OUT For the Visions

of Salome Dance

Location Causeway Bay

IN OUR

SPECIALLY ERRECTED

MAT SEEDS.

GRAND OPENING

NIGHT

Saturday, May 9th.

Matinees, every Wednesday

& Saturday, at 4 p.m. Sharp.

Children Half Price to

Matinees Only.

Box plan at ROBINSON

PIANO CO., LTD.

For full particulars See

Pictorial and Hand Bill.

COL. BOB LOVE,

Touring Manager.

Hongkong, May 4, 1914.

THE THREE GRACES.

The Changing Dramas in Advertisements.

"Is it a mere accident or a sign of the times?" asks a correspondent of the *Hamburger Nachrichten*, "but when I cast my eye over advertisement columns my attention is always caught by: 'Wanted, a young man, of steady habits, who...' A young woman of steady character wants a place...' The whole page is alive with 'steady, steady, steady.' But sometimes 'serious' takes its place. Then there is a perfect maelstrom of steady and serious persons: Steady chauffeurs, alternate with serious cooks; serious shopgirls with steady bank clerks. And in cases of very exceptional character, the advertiser lets you know that he is both serious and steady. No outshines everyone.

"Was it always so? No, not always. There was a time when you might look in vain for 'steady' in advertisements. I remember it quite well. Then it used to run: 'Wanted, a smart young man, who...' A smart young woman wants. There is an opening for a smart, bookkeeper. Yes, that was the time when smartness ruled supreme, and steadiness had not come in as a flood.

"And earlier still, I turn over the old files of papers, going back to the days of my youth, and I come upon the expression 'enterprising.' An enterprising merchant wants. And this enterprise was not confined to trade and finance. It flourished in all sorts of surroundings. Even matrimonial advertisements were at that time almost solely addressed to the 'enterprising.' It was the guinea stamp of those days.

"Those days? And myself as well? Have I also passed through periods of enterprise and smartness, and come to anchor in steadiness? I almost wish it were so. Have I, done the advertisements an injustice? Have I read my own change of spirit into them. Is it I who have changed, and not the times? I am half afraid."

G. B. S. ON MOTHERHOOD.

Mr. G. B. Shaw interposed in a

Fabian discussion at Essex Hall, Strand,

recently, which Mrs. Pomeroy Beves

opened on "What Socialism Means to

Me." He asked the lady whether she

did not think that under present circum-

stances a woman should not avoid

motherhood unless she were paid for it.

Mrs. Beves replied that a woman did

not want to receive such payment from

her husband. "I rather object to a

lady strike," she added.

Mr. Shaw: Why object to such a strike

and why should not child-bearing be a

profession for women? He was afraid,

he proceeded, that Mrs. Beves had been

too exclusively occupied with those most

depressing people, the deserving poor.

It was practically nonsense to hold up

the working class mother as always doing

the work. Her children did most of it,

and what they did not do was mostly

left undone. (Laughter.)

According to Mr. Foster Fraser,

Siberian prisoners with two months' good

conduct to their credit are permitted

to attend theatrical performances in

prison once a week. At Pechelentz the

inmates are allowed a weekly newspaper,

and after two years' imprisonment they

have the privilege of receiving a daily

Prison life in the twentieth century would

seem to be more and more agreeable

to the conditions of the big world.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Commander.	Last report at
Alacrity	despatch vessel	1850	9	3000	Comdr. Archibald Cochran	Canton
Atlas	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. V. R. Brandon	Hongkong
Britomart	river gunboat	710	2	900	Lt.-Comdr. Q. D. Preston-Thomas	Yangtze River
Calamus	aloop	1070	4	1400	Capt. M. S. Fitzmaurice	Shanghai
Cerberus	torpedo boat destroyer	580	4	7500	Lieut. Comdr. H. T. England	Canton
Cerberus	water tank and tug	390	—	300	—	Hongkong
Clio	aloop	1070	4	1400	Comdr. Colin Mackenzie, D.S.C.	Shanghai
Colne	torpedo boat destroyer	580	4	7500	Comdr. Seymour	Canton
Fame	torpedo boat destroyer	580	4	7500	Lieut. Comdr. C. M. Mackman	Hongkong
Hampshire	cruiser, 1st class	10,550	10	20,500	Capt. H. W. Grant	Canton
Jet	torpedo boat destroyer	560	4	7500	Lieut. Comdr. G. F. A. Mulock	Canton
Kennet	torpedo boat destroyer	560	4	7500	Lieut. Comdr. F. A. H. Russell	Canton
Merlin	river gunboat	515	4	1500	Lt.-Comdr. H. D. Marryat	Yangtze
Minotaur	aloop	1040	—	—	Lt.-Comdr. Gibson	Yunnan
Moore	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Canton
Moore	river gunboat	180	2	900	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Towles	Canton
Nightingale	river gunboat	85	2	940	Lieut.-Com. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	580	—	7500	Lieut. Comdr. R. W. Wilkinson	Canton
Rosario	depot ship, submarine	980	—	1400	Lieut. Comdr. F. A. N. Cromie	Hongkong
Robin	river gunboat	85	2	940	Lt.-Comdr. Nash	Hongkong
Sandpiper	river gunboat	85	2	940	Lt.-Com. I. A. S. Hutton	West River
Saige	river gunboat	85	2	940	Lt.-Comdr. M. T. R. Maxwell Scott	Yangtze River
Tamar	receiving ship	4650	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Tal	river gunboat	180	2	900	Lt.-Comdr. S. P. B. Russell	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Com. G. F. L. L. Pace	Canton
Triumph	battleship	11,935	18	13,500	Comdr. A. S. Swann	Hongkong
Uk	torpedo boat destroyer	580	—	7500	Lt.-Comdr. Maxwell	Canton
Welland	torpedo boat destroyer	580	—	7500	Lieut. Comdr. C. A. Poignand	Hongkong
Widgeon	river gunboat	185	2	900	Lt.-Com. A. J. London	Upper Yangtze River
Woodcock	river gunboat	180	2	900	Lt.-Com. M. Blackwood	Yangtze River
Woodcock	river gunboat	180	2	900	Lt.-Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	3350	—	22,000	Capt. H. L. Cochrane	Hongkong
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGillicuddy	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gaiman	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. R. C. Pope	Hongkong
C.39	torpedo boat	—	—	—	Lt. Comdr. Handley	West River
C.40	torpedo boat	—	—	—	Lt. Comdr. Barton	Hongkong
C.41	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quinn	West River
C.42	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral T. H. M. Jernam, K.C.R., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Guns.	C.R.	Captain.	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makritz	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Hongkong
Kleiser	French armoured cruiser	9730	12	19,800	Capt. Gouta	Saigon
Montcalm	French flagship	9600	—	—	Capt. de Vaissac	Shanghai
Decade	French gunboat	445	10	1700	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Doriot	Canton
Vigilante	French gunboat	122	7	500	Lieut. de Jerville	Canton
Palio	French gunboat	130	—	—	Lieut. Collin	Tientsin
Dordard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Duteau	Tientsin-Kia
Lynx	French sub-marine	—	—	—	Lieut. Bolux	Saigon
Prote	French sub-marine	—	—	—	Lieut. Bolux	Saigon
Stryx	French armoured gunboat	1738	10	1700	Lieut. Guillaume-Lema	Saigon
Fronde	French destroyer	354	7	300	Lieut. Auxille	Saigon
Iberville	French destroyer	—	—	—	Capt. de Fréville	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mouquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying ship	1625	10	9000	Comdr. Voisin	Saigon
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1737	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Fátia	Portuguese gunboat	700	—	—	Captain José de Carvalho Orato	Macao

* Flagship of Capt. (Commodore) Boucicaut, Commanding the local defence force in China.

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A.2	U. S. submarine				Ensign C. McC. Murray	Cavite
A.3	U. S. submarine				Lieut. E. D. McWhorter	Cavite
A.4	U. S. submarine				Ensign J. G. Van de Carr	Cavite
A.5	U. S. submarine				Ensign C. M. Yates	Cavite
A.6	U. S. submarine				Com. M. L. Bristol	Cavite
A.7	U. S. protected cruiser	3430	10	7500	Ensign H. A. Jones	Cavite
Albatross	U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. Hill	Cavite
Albatross	U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. Hill	Cavite
Albatross	U. S. gunboat	243	6	250	Ensign W. L. Hethcote	Cavite
Albatross	U. S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Cavite
Albatross	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Cavite
Albatross	U. S. torpedo-boat destroyer	420	7	8000	Lieut. O. A. Woodruff	Cavite
Albatross	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green	Cavite
Albatross	U. S. gunboat	620	4	800	Lt. Comdr. S. Gannon	Shanghai
Albatross	U. S. gunboat	1592	8	1988	Comdr. G. B. Marshall	Shanghai
Albatross	U. S. station ship	1910	6	1100	Lieut. B. V. Lowe	Cavite
Albatross	U. S. monitor	3900	6	3100	Lt. E. F. Sears	Cavite
Albatross	U. S. monitor	4084	4	5277	Comdr. J. V. Chase	Cavite
Albatross	U. S. gunboat	243	6	250	Lieut. B. B. Taylor	Cavite
Albatross	U. S. sea going tug	854	3	1600	Lieut. S. W. Wallace	Cavite
Albatross	U. S. Repair ship	3095	—	—	Lieut. W. O. Wallis	Cavite
Albatross	U. S. gunboat	360	3	208	Lieut. J. J. Haeggen	Shanghai
Albatross	U. S. cruiser	4380	14	1970	Lt. Comdr. D. W. Wirtzinger	Shanghai
Albatross	U. S. gunboat	343	6	250	Lt. O. O. Thompson	Shanghai
Albatross	U. S. armored cruiser	5115	14	17,401	Comdr. H. A. Wiley	Shanghai
Albatross	U. S. gunboat	370	6	206	Lieut. R. Durr	Shanghai
Albatross	U. S. gunboat	4197	8	421	Comdr. J. F. Haddock	Shanghai
Albatross	U. S. tug	472	2	570	Chief Boatswain E. E. Reddick	Shanghai

[illegible]

SHIPPING

THE 'INDRA' LINE, LIMITED.

FROM NEW YORK, V. SUEZ CANAL.
(With Liberty to Cal at the MALABAR
Coast).

SHANGHAI	LOCHOW	May 7, at 4 p.m.
SHANGHAI & TSINGTAU	CHIKAN	May 8, Midnight
WELAWEI & TIENTSIN	KUENOW	May 12, at 6 p.m.
MANILA, CEBU & HLOLO	TAINING	May 12, at 4 p.m.
SHANGHAI	SHANGHAI	May 12, at 4 p.m.
HOIHOW & HAIPHONG	KAIPOING	May 13, at 10 a.m.
SHANGHAI	AKHUI	May 14, at 4 p.m.
SHANGHAI & TSINGTAU	LOCHOW	May 14, at 10 a.m.
MANILA, CEBU & HLOLO	TRAU	May 18, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.
S.S. "LINTAN" and S.S. "RANUL"

THE Steamship
"INDRASAMEHA"
 Captain JONES will be despatched for
 NEW YORK via SUEZ, on or about
THURSDAY, 7th May.
 For Freight, apply to:—
JARDINE, MATHESON & Co., Ltd.
 Agents.
 Telephone No. 215; Sub. Ex. No. 9.
 Hongkong, April 4, 1914. 438


MANILA LINE. Twin screw steamers "Chichu," "Taming," & "Tea," excellent passenger accommodations, shipshape. Electric Fans fitted. Extra state-rooms for deck, all air heating and cooling.

KEP. HAIABARA AND TINGTAU LINK. The Twin Screw Steamers "Anhu," "Kanchow," "Liangchow," "Yingchow," "Imchow," and "Yingchow," having excellent accommodations with Electric Light throughout and electric fans in the state-rooms and Dining Saloon, maintain a fast schedule service between Canton, Shanghai and Shanghai leaving Hongkong for Shanghai direct on Tuesdays, Thursdays and Sundays, taking cargo on through bills of Lading per mail.

Steamers leaving Hongkong on Sundays proceed from Shanghai to Tientsin, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

Passengers must embark before midnight on Saturdays for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These companies land passengers to Shek-pai, avoiding the inconvenience of trans-shipment to Hongkong.


 STEAM FOR
 STRAITS, OCEAN, AUSTRALIA,
 COLUMBO, EGYPET, M. DITER,
 RANEAU PORTS, PLYMOUTH,
 AND LONDON.

REDUCED FARES Single \$45 Return \$75

For Freight or Passage apply to
B. TTERFIELD & SWIRE,
Telephone No. 34.
AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LD.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *ASSAYE*, Capt. G. J. COLDWELL, carrying His Majesty's

PROJECTED SAILINGS FROM HONGKONG

FOR	STATIONS	TO SEND
* SHANGHAI & TSINGTAU via SWATOW	ESANG.....	WEDNESDAY, May 8, Daylight
* SHANGHAI.....	KWONGSANG.....	FRIDAY, May 8, Daylight
* YOKOHAMA, KOBE & MOJI	FOOESANG.....	FRIDAY, May 8, Daylight
* MANILA.....	LOONGSANG.....	SATURDAY, May 9, at 2 p.m.
* SINGAPORE, PENANG & CALCUTTA	KUMSANG.....	SATURDAY, May 9, at 2 p.m.
* SHANGHAI & TSINGTAU	CHUYSANG.....	SUNDAY, May 10, Daylight

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo to the mail steamer, proceeding direct to Marseilles and London. Other Cargo for London, etc., will be converted via Bombay

*SINGAPORE & CALCUTTA.....LOVAT.....TUESDAY, May 12, at 2 p.m.
MANILA.....YUENSANG.....SATURDAY, May 16, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers *Kwangsing*, *Hwangsing* & *Lingsing* leave about every 3 weeks for Shanghai and Japan returning via Kobe (Yokohama) & Seattle to Hongkong. Times occupied 30 days. This service is supported by the *Pookang*, *Kwangsing*, *Loong Pooking*, and *Chungsing* leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Times occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yanchow Port, Chafoo, Tientsin, Dairen, Winkaiwan & Tsingtau.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.
General Managers.

Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD

Passengers will be
 closed 4 p.m. the day before sailing. The
 contents and value of all packages are
 required.
 For further particulars, apply to
 E. A. HEWITT,
 Superintendent.
 Hongkong, April 25, 1914.

THE AMERICAN & MANCHURIAN
 LINE
 (ELLERMAN & BUCKNAM STEAMSHIP
 Co., Ltd.)

THE Steamship
 KIOTO.
 Captain SMITH, will be despatched from
 "Hongkong on the 28 May."
 FUKUOKA & NEW YORK
 via the Malacca Coast

**NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG & RANGOON**

Steamers are despatched EASTWARD and WESTWARD at regular intervals
taking Passengers and Cargo at Current Rates.

THE BANK LINE, LIMITED.
Agents.
Hongkong, April 23, 1914. 543

PATELL & CO.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
 Telephone No. 215. *Agents.*

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO CHANGE WITHOUT NOTICE.
'SHIRE' LINE SERVICE—HOMEWARD.

General Merchants
and
Commission Agents.
HONGKONG, CANTON,

[illegible]

LONDON, ROTTERDAM & ANTWERP... 'CARDIGANSHIRE'.....About 15th May
LONDON, ROTTERDAM & ANTWERP... 'RADNORSHIRE'.....About 23th June

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

**VICTORIA, VANCOUVER, SEATTLE,
Tacoma & PORTLAND.....'CARNARVONSHIRE' ..About 28th May.**
**VICTORIA, VANCOUVER, SEATTLE,
TACOMA & PORTLAND.....'MONMOUTHSHIRE'.....About 29th June.**

HANKOW.

THE CHINA MAIL
TYPHOON

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215 Sub Ex. No. 9.

AGENTS

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI

AND JAPAN PORTS.

EASTWARD.

GUIDE
Enables one to locate the center
of a Typhoon.
—
**MOUNTED ON CARDBOARD AND
TAPED FOR HANGING**
—
Price 40 Cents

U.S. G. APCAR, 4,600 tons, Capt. J. H. Drake, will be despatched for SHANGHAI, Kobe and MIJI on 6th May at 3 p.m.

S.S. JAPAN 8,013 tons, Capt. C.F. Seaton, will be despatched for YOKOHAMA, KOBE and MOJJI on 14th May.

WESTWARD

S.S. MUTIRA 4,644 tons, Capt. Holman, will be despatched for SINGAPORE, PENANG, LINGGOU and CALCUTTA on 8th May at 5 p.m.

S.S. TOMILLA 5,105 tons, Capt. Swanson, will be despatched for SINGAPORE, PENANG & CALCUTTA on 14th May.

Our shore business have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or Passage, apply to

DAVID SASSON & CO. LTD.

11, Market Street, SINGAPORE.

THE
CHINA MAIL
Washing Books
Price 20 cents

SHIPPING

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaving Yokohama	Steamer to Colombo	Leave Yokohama	Leave Colombo	Connecting Steamer from Colombo to Marseilles and London	Due at Marseilles	Due at London (1 day later)
Thurs. Apr. 30	ASSAYE	May 1	May 9	MOULTAN	June 8	June 11
May 14	INDIA	May 15	May 23	MOOREA	June 20	June 23
May 28	DEVANHA	May 29	June 6	MALONA	July 4	July 7
June 11	DELTA	June 12	June 20	MARMORA	July 18	July 21
June 25	HIMALAYA	June 26	July 3	MOLDAVIA	Aug. 1	Aug. 4
July 9	ASSAYE	July 10	July 18	MEPINA	Aug. 16	Aug. 19
July 23	DEVANHA	July 24	Aug. 1	MONGOLIA	Aug. 29	Sept. 1
Aug. 6	CHINA	Aug. 7	Aug. 15	EGYPT	Sept. 12	Sept. 15

THE ATTENTION OF Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Marseilles, Plymouth & London. These vessels will now arrive in Marseilles on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:-	LONDON.	MARSEILLES.
1st SALOON "A" Accommodation SINGLE	285.	291.
"B" " " " "	289.	295.
2nd SALOON "A" " " " "	244.	250.
"B" " " " "	240.	246.
1st SALOON "A" Accommodation SINGLE	285.	291.
"B" " " " "	289.	295.
2nd SALOON "A" " " " "	244.	250.
"B" " " " "	240.	246.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (Non-Mail) STEAMERS
WILL LEAVE FOR

LONDON

CALLING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Yokohama	Leave Shanghai	Leave Hongkong	Leave Singapore	Due at Marseilles	Due at London
NAMUR	about Apr. 28	about May 7	about May 13	about May 19	June 16	June 28
NOVARA	May 28	June 4	June 10	June 16	July 14	July 26
SELLORE	June 9	June 18	June 24	June 30	July 28	Aug. 7
KEYBER	June 23	July 2	July 8	July 14	Aug. 11	Aug. 21
TAOYU	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 11	Sept. 9	Sept. 20
SYLIE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3

New Steamer

These steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON 250 SINGLE: 275 RETURN.

2nd SALOON 235 SINGLE: 250 RETURN.

FARES TO MARSEILLES:

1st SALOON 246 SINGLE.

2nd SALOON 233 SINGLE.

All Passengers Steaming via Good with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT,

Superintendent.

NORDDEUTSCHER LLOYD,

BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR

STEAMERS

Tons

To Sail

WEDNESDAY,

13th May

at 10 a.m.

SHANGHAI, NAGASAKI, PRINZ LUDWIG,

COBE & YOKOHAMA.

MANILA, AUGAUR YAP, PRINZ WALDEMAR,

MARON, NEWGUINEA, Capt. O. Juray.

BRISBANE, SYDNEY & MELBOURNE

COBLENZ,

about

TUESDAY,

11th May

at 9 a.m.

JESSELTON, KUDAT AND BORNEO,

SANDAKAN

COBE & YOKOHAMA.

MONDAY,

11th May

at 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New

System of telephones.

FREIGHT LINE

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

HOMEWARD

Steamship.

1914

For Marseilles, Rotterdam and Bremen

S.S. ALTAIR

25th May.

Beginning of July.

For Havre, Emden and Hamburg/Bremen:

S.S. DURENDART

8th June.

about end of July.

For Marseilles, Rotterdam and Bremen:

S.S. HELGOLAND

2nd May.

about middle of June.

For Havre, Emden and Hamburg/Bremen:

S.S. BORKUM

21st May.

about end of June.

For further Particulars apply to

NORDDEUTSCHER LLOYD.

MELBOURNE & CO.

GENERAL MANAGERS.

SHIPPING

AUSTRIA LLOYD.



Under Mail Contract with the Austrian Government.

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port Said.

S.S. BOHEMIA, 7,800 tons, will leave as above on 15th May at 4 p.m.

Superior accommodation for 1st, 2nd and 3rd Class passengers, no extra, no extra, no extra. Doctor

Boarding, 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class, 41st Class, 42nd Class, 43rd Class, 44th Class, 45th Class, 46th Class, 47th Class, 48th Class, 49th Class, 50th Class, 51st Class, 52nd Class, 53rd Class, 54th Class, 55th Class, 56th Class, 57th Class, 58th Class, 59th Class, 60th Class, 61st Class, 62nd Class, 63rd Class, 64th Class, 65th Class, 66th Class, 67th Class, 68th Class, 69th Class, 70th Class, 71st Class, 72nd Class, 73rd Class, 74th Class, 75th Class, 76th Class, 77th Class, 78th Class, 79th Class, 80th Class, 81st Class, 82nd Class, 83rd Class, 84th Class, 85th Class, 86th Class, 87th Class, 88th Class, 89th Class, 90th Class, 91st Class, 92nd Class, 93rd Class, 94th Class, 95th Class, 96th Class, 97th Class, 98th Class, 99th Class, 100th Class, 101st Class, 102nd Class, 103rd Class, 104th Class, 105th Class, 106th Class, 107th Class, 108th Class, 109th Class, 110th Class, 111th Class, 112th Class, 113th Class, 114th Class, 115th Class, 116th Class, 117th Class, 118th Class, 119th Class, 120th Class, 121st Class, 122nd Class, 123rd Class, 124th Class, 125th Class, 126th Class, 127th Class, 128th Class, 129th Class, 130th Class, 131st Class, 132nd Class, 133rd Class, 134th Class, 135th Class, 136th Class, 137th Class, 138th Class, 139th Class, 140th Class, 141st Class, 142nd Class, 143rd Class, 144th Class, 145th Class, 146th Class, 147th Class, 148th Class, 149th Class, 150th Class, 151st Class, 152nd Class, 153rd Class, 154th Class, 155th Class, 156th Class, 157th Class, 158th Class, 159th Class, 160th Class, 161st Class, 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